

BRING COAL AND SWAN SONG OF PACHECO ET AL RETURN WITH PACIFIC MAIL CASE OIL IS SING VISIT GOVERNOR AND RECOMMEND

To load shipments of Australian coal at Newcastle, N. S. W. for discharge at Honolulu, then proceed to the west coast of the United States for a cargo of case oil destined for the southern continent, is mooted as a tentative program for at least six steamers of fair tonnage, to ply the Pacific under the flag of the Gibson line.

The announcement is made here that Australia's imports of case oil from the United States has increased by leaps and bounds until the point has been reached where the regular liners are unable to cope with the demand. In order to cater to this class of trade, six steamers are now under consideration, contracts having been closed in several instances. The line has been established by the Gibson Company, which has entered into an important agreement with the Standard Oil Company coast branches.

It is pointed out that these steamers in carrying exclusive cargoes of oil from the west coast to Australia would be in a position to enter into the coal trade from Newcastle to Honolulu. To follow the opening of the Panama canal, the Inter-Island Steam Navigation Company, the largest importer of coal in these islands, is preparing for a material increase in the supply to be maintained in this city.

Under the schedule as now arranged for the operation of vessels by the Gibson Company six steamers will follow each other at an interval of about two months.

Manoa Will Miss One Voyage.

The new Matson Navigation steamer, the Manoa, now completed and reported to have left the East coast of the United States on January 5th for the long voyage to San Francisco and Honolulu by the way of the straits of Magellan, will not follow the new schedule, according to advice received by Castle & Cooke, the local agents. In view of the fact that the liner departed from New York on the first of the month, it will be impossible to dispatch the steamer from San Francisco on February 17th as set forth in the late schedule of sailings. The Honolulu, it is understood will take up the sailing assigned to the Manoa. Under the command of Henry F. Weeden, the Manoa is predicted to be ready to take up the March sailing. The Manoa is not rated as fast a vessel as the Matsonia, and her time from the Atlantic to the Pacific is predicted to occupy about 60 days. The local agents state that they have received no official advice concerning the sailing of the Manoa for San Francisco.

New Tankers Will Call Here.

A number of new steam tankers are expected to make more or less regular calls at Honolulu within the next few months, following the constantly increasing demand for fuel oil upon this port. Four new steamers built for the oil carrying trade and to join the Pacific fleet of the non oil company are to leave Great Britain for the western ocean with the first of this year. With the Associated and Standard Oil Companies, the Union Company is in need of a large number of oil carriers, in order to care for the increased demand for the product of the California oil fields. It is estimated that the present fleet of the three concerns will be more than doubled within three years.

Karnak for the Coast Today.

The Kosmos line freighter Karnak is being prepared to sail for Vancouver and other ports along the Pacific coast today. The vessel has remained at Honolulu for a fortnight, during which time a quantity of European and South American cargo has been discharged. The Karnak was supplied with about 200 cases of preserved pine, and a small amount of bunker coal. The Karnak is expected to get away about 3 o'clock this afternoon.

The Inter-Island steamer W. G. Hall, thoroughly renovated and repainted, will be dispatched for Kauai ports at 5 o'clock this evening. This vessel will relieve the steamer Like-like, which will now take up a tramp run to island ports.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Jan. 8	6:00	1:30	7:15	4:45	8:30	6:00	9:45	7:15	10:00	7:30
9	6:15	1:45	7:30	5:00	8:45	6:15	10:00	7:30	10:15	7:45
10	6:30	2:00	7:45	5:15	9:00	6:30	10:15	7:45	10:30	8:00
11	6:45	2:15	8:00	5:30	9:15	6:45	10:30	8:00	10:45	8:15
12	7:00	2:30	8:15	5:45	9:30	7:00	10:45	8:15	11:00	8:30
13	7:15	2:45	8:30	6:00	9:45	7:15	11:00	8:30	11:15	8:45
14	7:30	3:00	8:45	6:15	10:00	7:30	11:15	8:45	11:30	9:00
15	7:45	3:15	9:00	6:30	10:15	7:45	11:30	9:00	11:45	9:15
16	8:00	3:30	9:15	6:45	10:30	8:00	11:45	9:15	12:00	9:30
17	8:15	3:45	9:30	7:00	10:45	8:15	12:00	9:30	12:15	9:45
18	8:30	4:00	9:45	7:15	11:00	8:30	12:15	9:45	12:30	10:00
19	8:45	4:15	10:00	7:30	11:15	8:45	12:30	10:00	12:45	10:15
20	9:00	4:30	10:15	7:45	11:30	9:00	12:45	10:15	1:00	10:30
21	9:15	4:45	10:30	8:00	11:45	9:15	1:00	10:30	1:15	10:45
22	9:30	5:00	10:45	8:15	12:00	9:30	1:15	10:45	1:30	11:00
23	9:45	5:15	11:00	8:30	12:15	9:45	1:30	11:00	1:45	11:15
24	10:00	5:30	11:15	8:45	12:30	10:00	1:45	11:15	2:00	11:30
25	10:15	5:45	11:30	9:00	12:45	10:15	2:00	11:30	2:15	11:45
26	10:30	6:00	11:45	9:15	1:00	10:30	2:15	11:45	2:30	12:00
27	10:45	6:15	12:00	9:30	1:15	10:45	2:30	12:00	2:45	12:15
28	11:00	6:30	12:15	9:45	1:30	11:00	2:45	12:15	3:00	12:30
29	11:15	6:45	12:30	10:00	1:45	11:15	3:00	12:30	3:15	12:45
30	11:30	7:00	12:45	10:15	2:00	11:30	3:15	12:45	3:30	1:00
31	11:45	7:15	1:00	10:30	2:15	11:45	3:30	1:00	3:45	1:15

Full moon Jan. 31 at 6:28 p.m.

With the return of Vice-president and General Manager R. P. Schwerin of the Pacific Mail Steamship Company to the Pacific coast, comes the oft-repeated report that the transportation line is going out of business.

The "swan song" of the Pacific Mail is declared to have been rendered with this utterance credited to Schwerin: "With the Panama bill preventing the Pacific Mail from using the canal, and the La Roullette bill prohibiting the employment of Chinese crews, the Pacific Mail is on the point of going out of business."

Insisting that his attitude is that of an onlooker, Schwerin, looking forward to the termination of the existence of the Pacific Mail Company, spoke of the present management of the San Francisco water front in terms of calm resignation.

"Why should I criticize the harbor commission?" he said.

"We are onlookers, as it were. If the harbor commission builds wooden wharves, it is accountable for the results. I am not."

"I have instructed our men to take off their hats whenever they meet one of the uniformed employees of the harbor commission, and to be careful to say, 'Yes, sir,' and 'No, sir,' and 'Thank you, sir.' But I am not investigating nor criticizing their actions."

"If they have exhausted their revenues and are using bond money for repairs, I presume they will correct their practice in this particular, now that their attention has been called to it. In a large business details sometimes escape the attention of those in charge. That is unavoidable. But now that their attention has been called to it I have no reason to presume that they will not change the method."

"You can't have your chicken pie and eat it too—that is true."

"But why not build wharves that will last 12 years on the proceeds of a 75-year bond? Why not? Isn't it directly in accord with the great governmental principles that control the dominant political parties? Haven't we been told that we should be guided by the greatest good to the greatest number? This will provide work in rebuilding the wharves faster. Why build anything that will last 75 years under the present conditions?"

"The Pacific Mail invariably got what it didn't want from every harbor commission, and the harbor front is now a disgrace to the city and the state. But the Pacific Mail is almost through."

PASSENGERS ARRIVED

Per str. Claudine from Maui ports: Henry Cooper, Jno. Chalmers, Agnes Chalmers, Wm. Searle, H. Pogue, J. Correa, R. C. Walker, H. W. Camp, A. B. Lau, Miss H. Pratt, Mm. Naukama, Miss Naukama, R. Paul, J. Teixeira, P. M. Woodworth, S. E. Kamura, W. E. Saffery, Miss Saffery, C. E. Gay, Miss E. Gay, Miss M. Gay, Chas. Gay, M. Kane, C. S. Almeida.

Claudine a Lonely Arrival.

The Inter-Island steamer, Claudine, was a sole coastwise arrival this morning, steaming from the Maui ports through rough seas but favorable winds. The Claudine returned with the regulation island products, a considerable shipment of poultry, fruits and vegetables being included in the consignment. According to a report from Purser Kibling, the vessel was unable to land cargo or mails at Keahoe and Nahiku because of rough weather. The Claudine is scheduled to sail for Kahului at 5 o'clock tomorrow evening.

Maui Mills Begin Grinding.

Several mills belonging to Maui island sugar estates have or will soon resume grinding on the new crop of cane, according to reports received in this city today. The sugar now on hand and awaiting shipment at Kahului amounts to 4200 sacks.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange)

Thurs., Jan. 8.

No cable report.

Aerograms.

S.S. HONGKONG MARU — Arrives from San Francisco Saturday morning and proceeds to Yokohama about 5 p.m. same day.

BAGGAGE TRANSFER

RING UP 244. LORRY K. SMITH

FURNITURE AND PIANO MOVING A SPECIALTY.

Hawaiian Express Co.,

(Continued from page one)

same as published in the Star-Bulletin Tuesday.

According to this list, Palmer Woods is endorsed for secretary of the territory and also D. E. Metzger and Curtis P. Hauka. J. Lightfoot is first choice for attorney-general, and W. W. Thayer, incumbent, second choice, the committee in its endorsements indicating a first and second choice. L. L. McCandless was first for the presidency of the board of health, Dr. James T. Wayson, who has refused to be a candidate, was second. W. A. Wall is made first choice over George F. Whittemore for superintendent of public works.

For treasurer John Effinger is made first choice over J. J. Sullivan, and auditor Robert Cathcart is made first choice over L. D. Timmons, and J. J. Smiddy is first over Julius Asch for high sheriff. In the office of superintendent of public instruction, H. W. Kinney is really the only one on the "slate." Professor Bryan has been endorsed, but a letter was received from him and read last night deciding the candidate.

TRANSPACIFIC FREIGHT RATES SLASHED

As soon as the necessary tariffs can be printed and filed, which is expected to be not later than January 1, the Southern Pacific will inaugurate greatly reduced freight charges on west-bound traffic via San Francisco for points in the Orient. At about the same time it is expected that the Atchafalaya, Topeka & Santa Fe, Great Northern, Northern Pacific, and Western Pacific will reduce their rates for through business by similar amounts. The Southern Pacific hopes to restore San Francisco's lost prestige as a shipping center. The reductions will affect all commodity rates, but to such a varying degree that it is not possible to strike an average. On condensed milk, for example, which is shipped in carloads from Elgin, Ill., to Yokohama, the present rate is 85 cents to San Francisco. Under the new tariff it will be 75 cents, a cut of almost 12 per cent. On other articles, notably cotton goods, the cut will be much more pronounced. In making the changes the Southern Pacific is meeting the existing rates on Oriental business of the Chicago, Milwaukee & St. Paul, and the Canadian Pacific. There will be no change in business coming the opposite direction, for the reason that lower rates have been retained on eastbound tonnage. This traffic consists of teas, silks and similar commodities. The Southern Pacific Company justifies its reductions on the ground that a lower rate has to be made on goods passing through San Francisco than on shipments terminating at that port to meet competition out of New York via Suez canal. Much of the through business is to be carried at rates that will not allow of any profit for the railroad, but it will not increase overhead charges to any extent, and will materially benefit the Pacific Mail Steamship Company, thus returning profit indirectly to the Southern Pacific Company. Nearly all of the traffic will go to Ogdon over the Union Pacific.

Moving pictures are to be used at the Cincinnati insane asylum to test the mentality of the patients.

Mrs. Jackson Gouraud, formerly Amy Crocker, has announced her engagement to Prince Alexander Mishnikoff of Russia.

The Duke and Duchess of Connaught and their daughter, Princess Patricia may visit San Francisco in the spring.

Geraldine Farrar has returned to the stage at the Metropolitan Opera House in New York after an illness of several weeks.

Over 5000 persons visited the Borgese Museum at Rome on the last afternoon of the exhibition of the painting Mona Lisa.

Bishop Anton Christian Bang, private of the Norwegian church, has died at Christiania, Norway.

The forest service maintains nine experiment stations for studies in reforestation and similar subjects.

LOCAL AND GENERAL FIRST INCOME

In settlement of a suit threatened by the territory for back rental on a tract of about 72 acres in the district of South Hilo the Poyokeo Sugar Company yesterday paid \$2564 to the territory, a result of a compromise. It appears the tract, which had been used by the company a number of years for cane growing, was found to belong to the territory, though the company so firmly believed it owned the acreage that it carried the matter into court. The supreme court eventually declared in the territory's favor, on December 2, 1910.

The Irmandade de Nossa Senhora do Monte de Kaihi valley, a religious society which conducts annually in August the Feast of Our Lady of the Mount, was granted a charter of incorporation yesterday. The charter is for 50 years, no stock is issued or held and no dividends will be declared. In conjunction with the annual feast the organization holds a bazaar and other festival adjuncts after the manner of the celebration near Funchal, island of Madeira. The incorporators are J. J. Caldera, Augusto F. Nobrega, Frank Perry, Jose Gomes Camacho and Manuel Rodrigues do Espirito Santo.

Robert A. Morton pleaded guilty in federal court this morning to the charge of bigamy and was sentenced to four months imprisonment, also to pay a fine of \$10 and costs.

CARNIVAL OPINIONS

W. R. FARRINGTON: In my canvass for Carnival stock I was particularly impressed with the cordiality with which we were received by the men of small means. They were all glad to come in for a dollar anyway—pleased to be numbered among the citizens of Honolulu who help in community affairs. I was thus further impressed with the responsibility of all citizens of Hawaii in doing our utmost to promote the prosperity of the islands in order that these men of small means may always have work and thereby gain a surplus to live.

A. L. C. ATKINSON: It is a proud day for Honolulu. We have all worked together for a great, common good. I say three cheers!

HARRY STRANGE: The Ad Club showed once more that it can do things. Yesterday was a great day.

CHUCK HOY: The Chinese have not yet put in all their subscriptions.

CHARLES FRAZIER: The last subscription needed to make the \$30,000 was won by a dance!

T. M. CHURCH: The whole day goes to show what the Ad Club can do when it starts out.

JAMES D. LEVENSON: The newspapers deserve to be thanked for their part in making the campaign the success it proved to be.

THOMAS SHARP: We all quit business to do our part in the stock selling for the carnival yesterday, and it was well worth while.

ED. TOWSE: I have never enjoyed a thing more in my life. We have shown that the honor of Honolulu is ours.

G. B. CURTIS: One of the pleasant things about the sale was that persons in all classes did their part. The poor man and the rich man bought stock.

MRS. C. S. CRANE: I enjoyed working for the Ad Club and the Carnival yesterday. I feel as elated over the success of the day as the club does.

NEW TODAY

McBRYDE SUGAR COMPANY, LTD.

Notice of Adjourned Special Meeting of Stockholders.

To the Stockholders of McBryde Sugar Company, Limited.

Pursuant to the call and request of the Temporary Chairman, duly elected at the special meeting of the stockholders of McBryde Sugar Company, Limited, held December 10, 1913, and the endorsement of such call and request by the President of said company, notice is hereby given that said special meeting will reconvene on January 29, 1914, at the hour of 9 o'clock a.m. in the room of the Chamber of Commerce, Staunton Building, Honolulu, Hawaii, at which time and place consideration of the same business will be resumed, the report of the stockholders' committee appointed on December 10, 1913, will be presented, and such other business transacted as may properly be brought before the meeting.

Dated: Honolulu, Hawaii, January 8th, 1914.

ELMER E. PAXTON, Secretary, McBryde Sugar Company, Limited.

TAX TEST SUIT IS DISMISSED

Judge Landis of Chicago Finds He Has no Jurisdiction in Matter

[By Latest Mail]

CHICAGO—Judge Landis sustained the demurrer and dismissed the bill in the case of Elsie De Wolfe against the Continental and Commercial Trust and Savings bank. He held that the United States had no jurisdiction in the case.

Suit to test the constitutionality of the income tax law, the first litigation to be directed against that measure since it found place in the government statute books, was begun before Federal Judge Landis in the United States district court today. Early in the hearing the question of the jurisdiction of the court in the matter was raised by Judge Landis himself, and Attorney Levy Mayer's statement of the case, which he had begun to read, was stopped in order that the problem of jurisdiction might be thrashed out first. Desire of both sides in the case to aid the court in every way to hasten a decision was expressed in order to bring the test case as quickly as possible before the supreme court for final solution.

Case That of Elsie De Wolfe. The case is that of Elsie De Wolfe, actress and painter, a citizen of New York, now resident in France, against the Continental and Commercial Trust and Savings bank. The plaintiff asks damages to the amount of \$1000, alleging that the bank refused to make payment on coupons on 30 bonds of the Appalachian Power Company. The bank refused payment because of the plaintiff's refusal to comply with the new tax regulation which demands certificate of ownership of bonds.

Attorney W. Bourke Cockran of New York and Attorney Colin C. H. Fyffe of Chicago appeared for Miss De Wolfe and Attorney Levy Mayer for the bank.

Argument was started by Attorney Mayer, who began a statement of the suit to the court. The declaration of the plaintiff, he said, contained five counts, which he proceeded to read and demolish. He had reached the third count, after a presentation of reasons why the first two should "fall," and was proceeding with the third in the same manner when the court took a hand with a series of questions tending to clear the atmosphere.

When it became apparent through Judge Landis questioning that jurisdiction was involved the court indicated that he would hear that matter first—which brought Attorney Fyffe to the bar and later Attorney Cockran. Then, until the close of the session, the arguments all dealt with the question of jurisdiction to the exclusion of the main question of the constitutionality of the income tax law.

Takes Up First Two Counts. In his talk Attorney Mayer attempted to dispose of the first two counts in the declaration by saying that their contents concerned only the payment on coupons on bonds. "There is nothing in these two counts which contains any reference to the income tax," he said. "It is purely a civil suit matter and the courts cannot be relied upon to test the constitutionality of the law. The second objection is that the amount sued for—only \$1000—does not fall within the statute which requires that a suit brought in the federal court must involve at least \$3000. Therefore, the case has no jurisdiction in a federal court, so far as these counts are concerned."

This brought the question of jurisdiction to a head and brought about the court's interpretation. Attorney Fyffe and Attorney Cockran both asserted that the matter was one arising under the federal revenue laws, and that the courts had repeatedly held that a question under the revenue laws was a matter for a federal court to consider regardless of the amount involved.

HARBOR NOTES

The Japanese steamer Anyo Maru is listed for an early dispatch for Hilo today. The vessel remained off the port awaiting the receipt of cables and late mail.

The work of discharging about 2000 tons of general cargo from the Oceanic liner Sierra is being rushed to completion. This vessel is listed for dispatch for San Francisco on Friday noon.

A late wireless report received in this city from the Matson Navigation steamer Honolulu stated that the vessel was 300 miles off port enroute to San Francisco and meeting with good weather.

Due to arrive at Honolulu early

Honolulu Star-Bulletin

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Saturday morning, the Japanese wharves are designated by their

steamer Hongkong Maru is bringing proper names.

a large mail for the islands. There

may be a few lay-over passengers

aboard the vessel.

(Special cable to the Nippon Jiji)

TOKIO, Japan, Jan. 7. — Rudolph

Eucken, a German professor, who

was recently sent to Harvard univer-

sity by the German government as an

exchange lecturer, will arrive in Ja-

pan at an early date to hold a like

position in the Imperial university.

Prof. Eucken comes to Japan at